

CITY OF ALAMEDA TRANSIT AND TDM PLAN STRATEGIES

Organizational Advisory Meeting #2 – October 13, 2016



COREY, CANAPARY & GALANIS

Why this Presentation and Meeting?

- Project Background and Purpose
- Recap of Work Completed
 - Existing Conditions
 - Project Goals and Objectives
 - Community Input
- Transit and TDM Strategies
 - Your role: Consider projects and actions you think would make the biggest impact for improving transportation options.

BACKGROUND AND PURPOSE

What is the Transit and TDM Plan?

- **Vision**

- Sustain a high quality of life in Alameda by improving mobility for all.

- **Transit Plan**

- Outcome of the General Plan to guide transit improvements
- Analyze existing transit conditions
- Implementation focus: identify strategies, projects, and key steps to improve transit

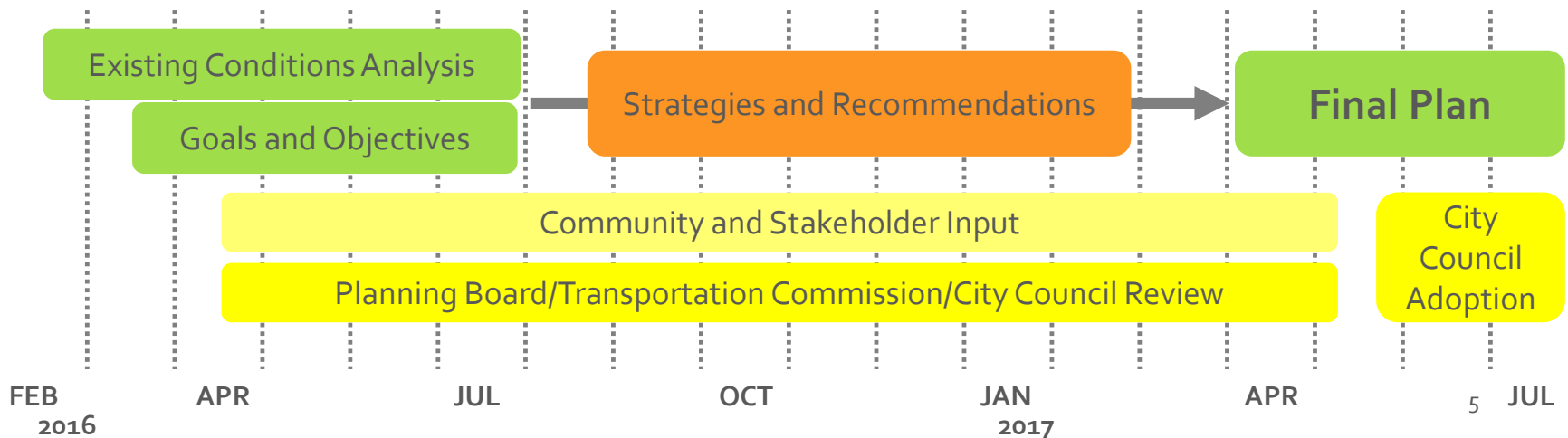
- **Transportation Demand Management (TDM) Plan**

- Assess state of TDM in Alameda
- Identify strategies to improve and expand TDM

Project Background

- City Council direction
- Implementation-focused plan
- Carry out General Plan Transportation Element

Planning Process



GOALS, OBJECTIVES AND EVALUATION CRITERIA

Goals and Objectives Framework

Goal 1

At Estuary Crossings

- No increase in drive alone trips at estuary crossings, especially in the peak period.

Goal 2

Alameda Trips

- Decrease drive alone trips within Alameda.

Objectives

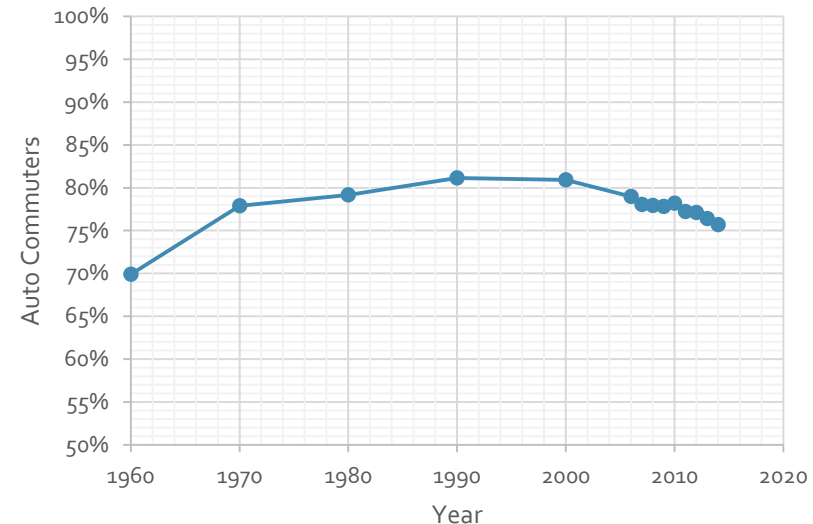
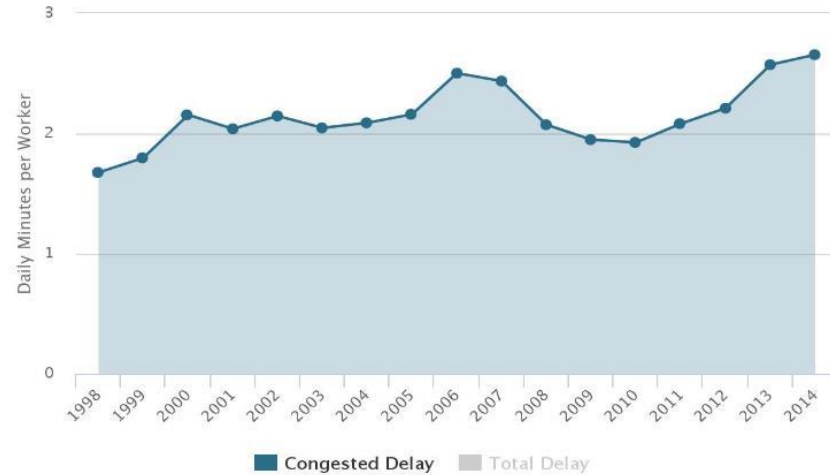
Evaluation Criteria

EXISTING CONDITIONS ANALYSIS

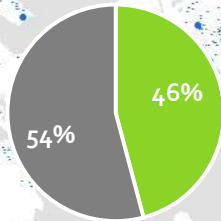
Key Concepts

1. Congestion is increasing
2. Housing and jobs are growing
3. Regional commute patterns are changing
4. Alameda is a multimodal city
5. Alameda is well-served by transit
6. Transportation Demand Management (TDM) improves transportation options

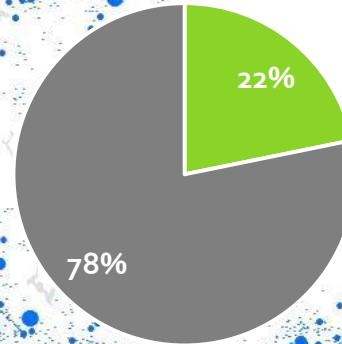
Bay Area Delay Caused by Congestion



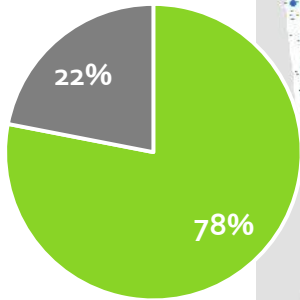
Alameda (~4,600)



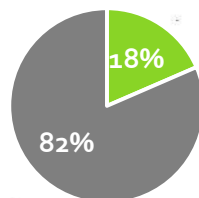
Inner East Bay* (~10,100)



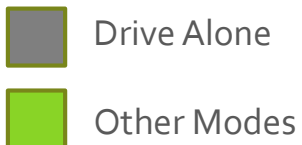
San Francisco (~7,200)



San Mateo and Santa Clara Counties (~4,300)



35,000 Commuters living in Alameda



**Inner East Bay Cities: Oakland, Berkeley, Emeryville, San Leandro, Hayward, Fremont*

Source: 2014 LEHD; 2010 Census
Transportation Planning Products

COMMUNITY FEEDBACK

Organizational Advisory Meeting #1

Community Workshop #1

Web Survey #1

Planning Board and Transportation Commission Public Comments

SUMMARY OF COMMUNITY INPUT

Public input from commissions/boards, community surveys, and community workshops, along with extensive technical analysis, informed the strategies and actions recommended by the Transit and Transportation Demand Management (TDM) Plan. Strongly supported and reoccurring themes from the community's input are summarized below.

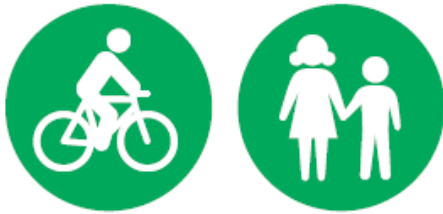


TRANSIT

- Establish an Alameda bus service that also serves shoppers in Alameda.
- Improve bus service to/from: West End, Bay Farm and BART
- Improve bus service to/from ferry terminals. The highest priority is the Main Street ferry terminal.
- Enhance the reliability and increase the frequency of bus service within Alameda.
- Increase ferry frequency.
- Establish a BART line to Alameda.
- Increase/improve parking at ferry terminals.

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BICYCLING AND WALKING

- Create more bikeways throughout Alameda.
- Improve bicycle and pedestrian safety.
- Improve bicycling options to/from Oakland, especially in the West End.

SUMMARY OF COMMUNITY INPUT

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MULTIMODAL

- Add another route on/off island. The highest priority is improving access in the West End, especially for bus riders, bicyclists and pedestrians.
- Increase safe transportation choices for youth.
- Ensure safe and accessible transportation options for people with disabilities and seniors.
- Plan for new technologies, such as driver-less and interconnected vehicles.
- Limit new development until congestion is addressed, and attract jobs as highest priority.
- People still want to be able to drive, especially to shopping and daycare.
- Enforce traffic safety and speed limits.

TRANSIT AND TDM STRATEGIES

Four Strategies

- **Strategy 1** Improve multimodal access to/from Oakland and BART
- **Strategy 2** Improve Multimodal Access To/From San Francisco
- **Strategy 3** Improve multimodal access within Alameda
- **Strategy 4** Effectively manage and monitor transportation efforts

Strategy 1 Improve Multimodal Access To/From Oakland and BART

- What is the issue?
 - 51% of morning auto trips to Oakland/BART
 - Three in four commute trips from Alameda to Oakland are drive-alone
 - From Oakland/BART to Alameda: majority of workers and visitors drive
- Why is it important?
 - Reduces traffic at estuary crossings
 - Improves transit, bicycle, and pedestrian access – offers more choices
 - Improved mobility options for visitors and Alameda workers



Strategy 1 Improve Multimodal Access To/From Oakland and BART

• In-Progress Projects

- Bike access on Ferry to Jack London Square
- Restored AC Transit Line 19
- Standard transportation requirements for new developments
- Transportation Management Association

• Proposed Projects

- Bicycle/pedestrian safety and access
- Bus speed and reliability improvements
- Signal timing and transit priority
- Parking management
- Major capital investments (Miller-Sweeney Bridge, BART, West End Estuary Crossing)
- BART to Alameda

Strategy 2 Improve Multimodal Access To/From San Francisco

- What is the issue?
 - Increasing number of commuters work in San Francisco
 - SF commuters prefer to take transit, but not all can get to transit easily
- Why is it important?
 - Improves options for getting to/from multiple transit modes
 - Can serve more people by improving access to transit/carpools



Strategy 2 Improve Multimodal Access To/From San Francisco

- In-Progress Projects

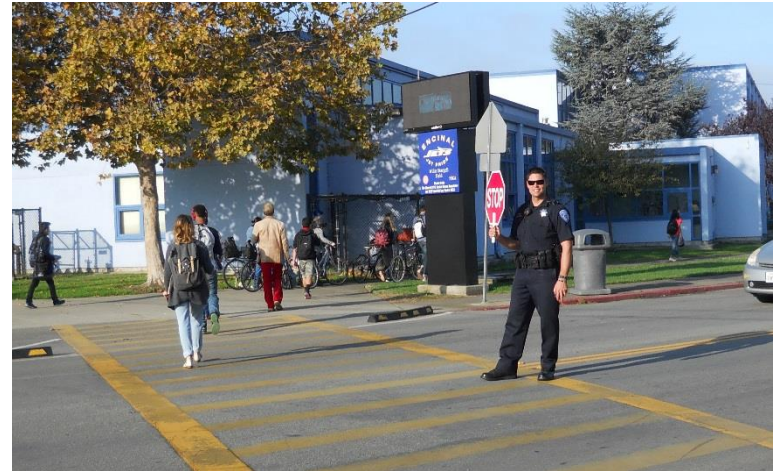
- Line 21 timed connection to Ferry
- Harbor Bay Ferry Terminal Access and Parking Management
- Main Street Ferry Terminal Access and Parking Management
- Standard transportation requirements for new developments
- Transportation Management Association

- Proposed Projects

- Carpool improvements
- Access improvements to ferry terminals, including bikes and buses
- Ferry service expansion (new Terminal, increased frequency)
- Transbay bus service frequency
- Major capital investments (Miller-Sweeney Bridge, BART, West End Estuary Crossing)
- BART to Alameda

Strategy 3 Improve Multimodal Access Within Alameda

- What is the issue?
 - Need to make bicycling, walking, and transit more safe, convenient, and fast for getting around Alameda
- Why is it important?
 - Effective strategy for reducing traffic
 - Contributes to a higher quality of life
 - Improves mobility for youths, seniors and people with disabilities



Strategy 3 Improve Multimodal Access Within Alameda

• In-Progress Projects

- City-based Paratransit Program Improvements
- Citywide Bicycle Parking Expansion
- Citywide Sidewalk Repair
- Cross Alameda Trail Construction
- Restored Northern Waterfront AC Transit Line 19
- Safe Routes to School Program

• Proposed Projects

- Bicycle/pedestrian safety and access
- Complete street improvements
- New bus routes
- Bus speed and reliability improvements
- Signal timing and transit priority
- Parking management
- Safe Routes to Schools Program Expansion
- Vision Zero

Strategy 4 Effectively Manage and Monitor Transportation Efforts

- What is the issue?
 - Complex transportation issues with multiple stakeholders need a strategic approach.
 - Maintaining accountability and evaluating performance
- Why is it important?
 - Effective strategies will position Alameda for additional funding for transportation programs and projects
 - Management and evaluation ensures projects and programs are effective and relevant

Strategy 4 Effectively Manage and Monitor Transportation Efforts

- On Going/Near Term Actions and Projects
 - Annual/bi-annual Review of Transportation Projects
 - Best Practice Guidelines and Policies
 - Coordination with Transportation Partners
 - Performance Monitoring
 - Program Operations
 - Project Funding Applications
 - Project Implementation

DISCUSSION

Discussion Topics

- 1. Are the projects right?**

Please validate or correct the projects we have suggested as ways to respond to this strategy. Did we miss anything? Are there gaps in coverage or modes?

- 2. Tell us which projects are most important to you.**

In each timeframe, help us identify two projects that are of greatest interest to the community. Participants will receive colored dots to help them make their selections.

Next Steps

- Public Opinion Survey Wrap up and Web Survey
 - Community Meeting: **October 19, 2016**
 - Transportation Commission: **November 16, 2016**
 - Planning Board: **December 12, 2016**
 - Commission on Disability Issues: **December 14, 2016**
 - City Council: **To Be Determined**
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- Project Website: <http://alamedaca.gov/citywide-transit-tdm-plans>
 - Open Forum Web Survey: <https://alamedaca.gov/public-works/open-forum>
 - Staff Contact:
Gail Payne, Transportation Coordinator
510-747-6892 - gpayne@alamedaca.gov

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In-Progress Projects/Actions

- AC Transit Line 21 Timed Connection to Ferry
- AC Transit Line 31 Route Changes
- City-based Paratransit Program
- Harbor Bay Ferry Terminal Access and Parking Management Improvements
- Main Street Ferry Terminal Access and Parking Management Improvements
- Maintain Ferry Service Levels from 2016 until December 2018
- Restored Northern Waterfront AC Transit Line 19
- Citywide Bicycle Parking Expansion
- Bikes on Main Street Ferry
- Citywide Sidewalk Repair
- Cross Alameda Trail Construction
- Consolidated Transportation Management Association
- Parking Management in Business Districts
- Safe Routes to School Program (Countywide Program)
- Standardized TDM Requirements

Near Term Projects/Actions (1 to 3 years)

- AC Transit Bunching Dispatcher
- Appezzato Parkway Dedicated Bus Lanes
- Bikes on Buses - Increase Capacity
- Bus Stop Improvements
- Cross Town Express Bus Service
- Transit Signal Priority and Adaptive Traffic Signal Control
- Transportation Awareness Campaigns
- Bicycle Master Plan Update, Design Guidelines and Vision Zero Policy
- Pedestrian Master Plan Update, Design Guidelines and Vision Zero Policy
- Casual Carpool Pickup Locations
- Parking Management and Shared Parking Lots
- TDM Partnerships with Existing Businesses

Mid Term Projects/Actions (3 to 8 years)

- AC Transit EasyPass Program Expansion
- Alameda Point Bus Rapid Transit Service
- Bus Queue Jump Lanes on Stargell Avenue, Island Drive, and Eighth Street/Westline Drive
- Ferry Vessel Maintenance, Improvements and Procurement
- Increase Frequency and Span of Service for Ferry Service
- Increase Frequency and Span of Service for Transbay Bus
- New Seaplane Lagoon Ferry Terminal
- Transit Center Improvements
- Transportation Network Companies to Supplement Paratransit
- Bicycle and Pedestrian Facility Gap Closures and Surface Improvements
- Complete Street Improvements on Central, Clement, Tilden, Stargell and Otis
- Estuary Water Shuttle to/from Oakland (bikes and pedestrians)
- Regional Bike Share
- Vision Zero Implementation
- Citywide Safe Routes to School Audit and Improvements
- Constitution Way Carpool Lane
- Improved Freeway Access in Oakland
- Miller-Sweeney Bridge - A new multimodal lifeline structure, including bus-only lanes, bikeways and walkways
- Parking Management and Demand Based Parking Program

Long Term Projects/Actions (8+ years)

- BART to Alameda
- Free Bus Service
- Stargell Avenue Bus Route
- Comprehensive Congestion Management
- Enhanced West End Estuary Crossing

DRAFT PRIORITY PROJECTS AND ACTIONS

Transit Projects

- ↔ New Transit Route
- ↔ Bus Queue Jump/Bus Lane

Bicycle/Pedestrian Projects

- ↔ Bicycle/Pedestrian Connection
- ↔ Complete Street

Multimodal Projects

- ↔ Multimodal Connection
- ↔ Carpool Connection

- Major Retail Areas
- Priority Development Areas
- Parks & Open Space
- Ferry Routes

